

BookletChart™

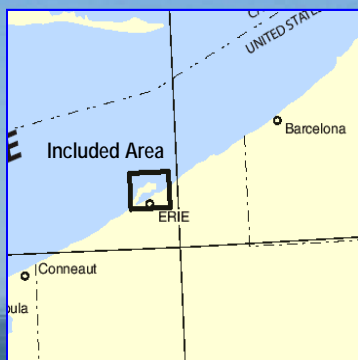
Erie Harbor

NOAA Chart 14835

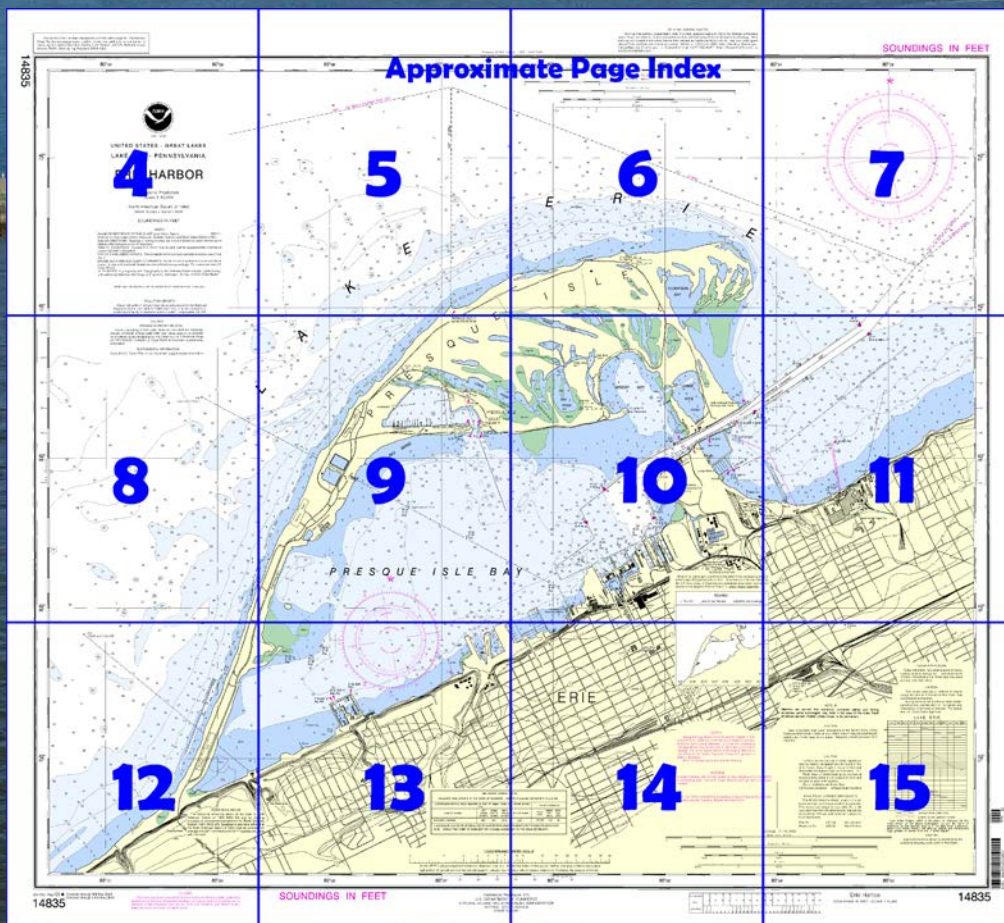


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14835>



(Selected Excerpts from Coast Pilot)
Presque Isle (42°10.4'N., 80°04.8'W.) is an irregularly shaped peninsula forming nearly landlocked Erie Harbor. The peninsula is connected to the mainland by a narrow neck at the W end and broadens as it curves around to the NE and E. The entrance to Erie Harbor is on the S side of the E end of the peninsula. Presque Isle State Park is on the peninsula. **Presque Isle Light** (42°09.9'N., 80°06.9'W.), 73 feet above the water, is shown from a white

square tower with an attached red dwelling on the NW shore of the peninsula. Numerous shore protection structures extend lakeward from

the lakeside of the peninsula. Small-craft operators are cautioned to keep 500 feet offshore in the vicinity of these structures.

Erie Harbor, about 78 miles SW of Buffalo, is in **Presque Isle Bay**, enclosed from the lake by Presque Isle. The bay opens to the E and is about 4.5 miles long and 1.5 miles wide. Erie Harbor, serving the city of **Erie, Pa.**, is in the SE part of the bay.

Erie Harbor Pierhead Light (42°09.4'N., 80°04.3'W.), 42 feet above the water, is shown from a black and white horizontally banded square tower on the outer end of the N entrance pier. A fog signal is at the light.

Misery Bay is an indentation in the S side of Presque Isle N of Erie Harbor Entrance Channel. The bay has depths of 5 to 10 feet except for shoaling along the edges. A rock which bares is on the E side of the bay on the S side of the channel leading to **Horse Shoe Pond**.

Erie Coast Guard Station is on the N side of the entrance channel.

Harbor Regulations are established by the Erie-Western Pennsylvania Port Authority and enforced by the **harbormaster**. A **speed limit** of 3 mph is enforced in the East and West Canal Basins and within 300 feet of the shoreline, and 5 mph elsewhere in the harbor. Copies of the regulations may be obtained from the Port Authority Office, 17 W. Dobins Landing, Erie, PA 16501, telephone (814) 455-7557.

Numerous marinas and boatyards in **Canal Basin** on the S side of Erie Harbor provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, and marine supplies. Mobile lifts to 30 tons, fixed lifts to 60 tons, and marine railways to 100 tons are available for hull, engine, and electronic repairs. In 1990, depths of 3 to 12 feet were alongside the gasoline docks.

Anchorage.—Good anchorage is in the center of Presque Isle Bay in depths of 12 to 22 feet, mud bottom. Local regulations prohibit vessels from anchoring in any channel or mooring to channel markers and buoys. Vessels over 100 feet long or over 50 tons are prohibited from anchoring within 500 feet of the city water intake or sewer pipelines. The city water intake extends NW across Presque Isle Bay and is marked by buoys.

Dangers.—An unmarked submerged pier, covered 1 to 2 feet, extends about 2,000 feet from shore 0.8 mile SSE of Erie Harbor Pierhead Light.

Wharves.—The piers and wharves of Erie Harbor are along the south side of Presque Isle Bay. Only the deep-draft facilities are described. (For a complete description of the port facilities, refer to Port Series No. 42, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The alongside depths for the facilities described are reported depths. (For information on the latest depths, contact the operator.) All the facilities described have highway and rail connections. Water and electrical shore-power connections are available at some of the piers and wharves.

General cargo at the port is usually handled by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. Cranes to 300 tons are available at the Erie International Marine Terminal.

Supplies.—By special arrangement, local dealers make tank truck deliveries of bunker fuel to vessels at the berths. Diesel fuel, marine supplies, and provisions are available at Erie.

Small-craft facilities.—Numerous marinas and boatyards in **Canal Basin** on the south side of Erie Harbor provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, and marine supplies. Vertical boat lifts to 40 tons and a 40-ton marine railway are available for hull, engine, and electronic repairs.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

14835

80°10'

80°09'

80°08'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
LAKE ERIE - PENNSYLVANIA

ERIE HARBOR

Polyconic Projection
Scale 1:15,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

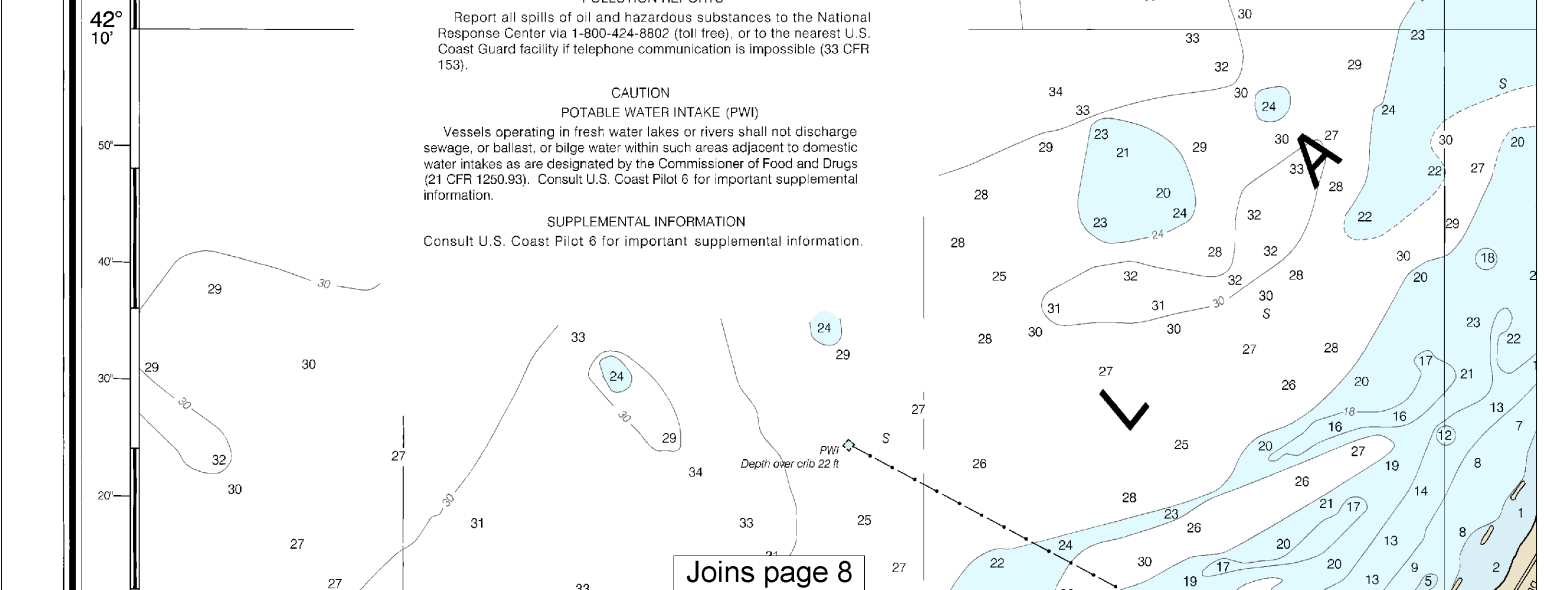
CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

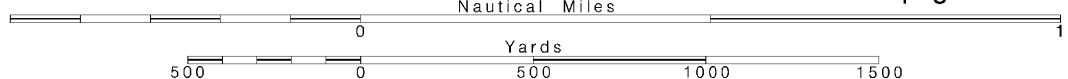


Joins page 8

Printed at reduced scale.

SCALE 1:15,000

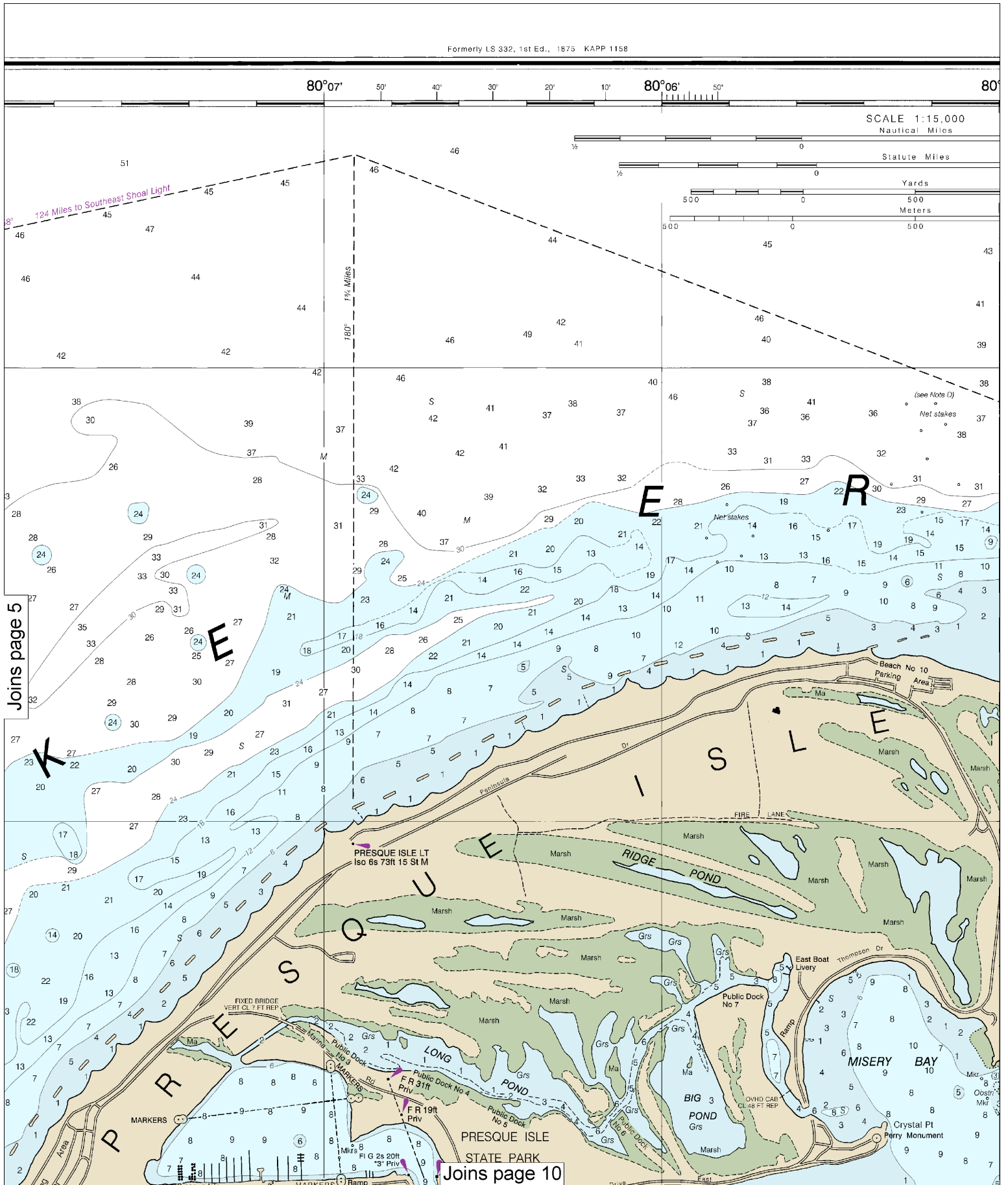
See Note on page 5.



4

Note: Chart grid lines are aligned with true north.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



Join page 5

Join page 10

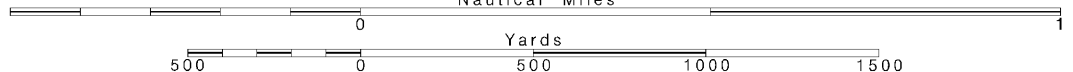
6

Note: Chart grid lines are aligned with true north.

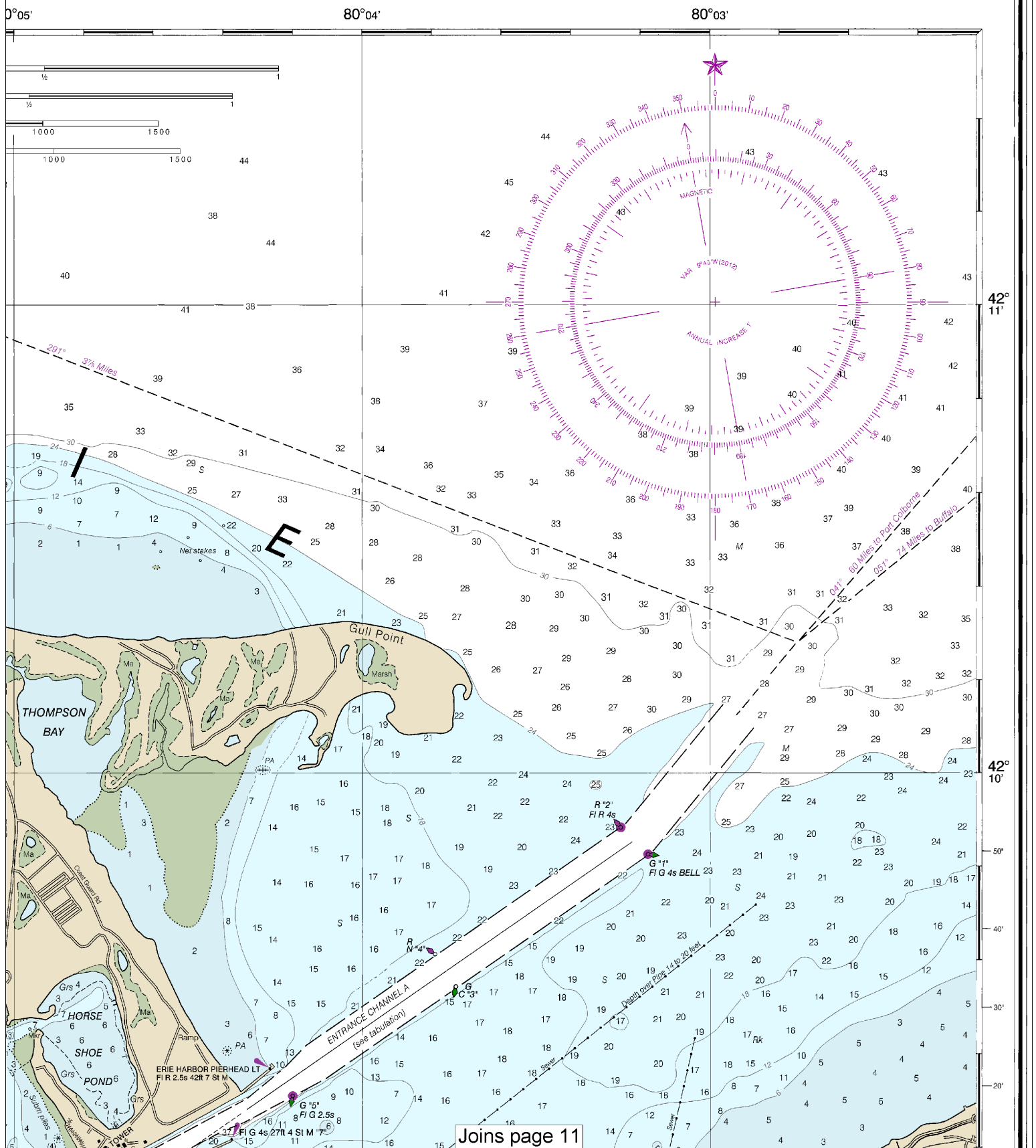
Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET



Joins page 11

33rd Ed., Oct. 2012. Last Correction: 3/8/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

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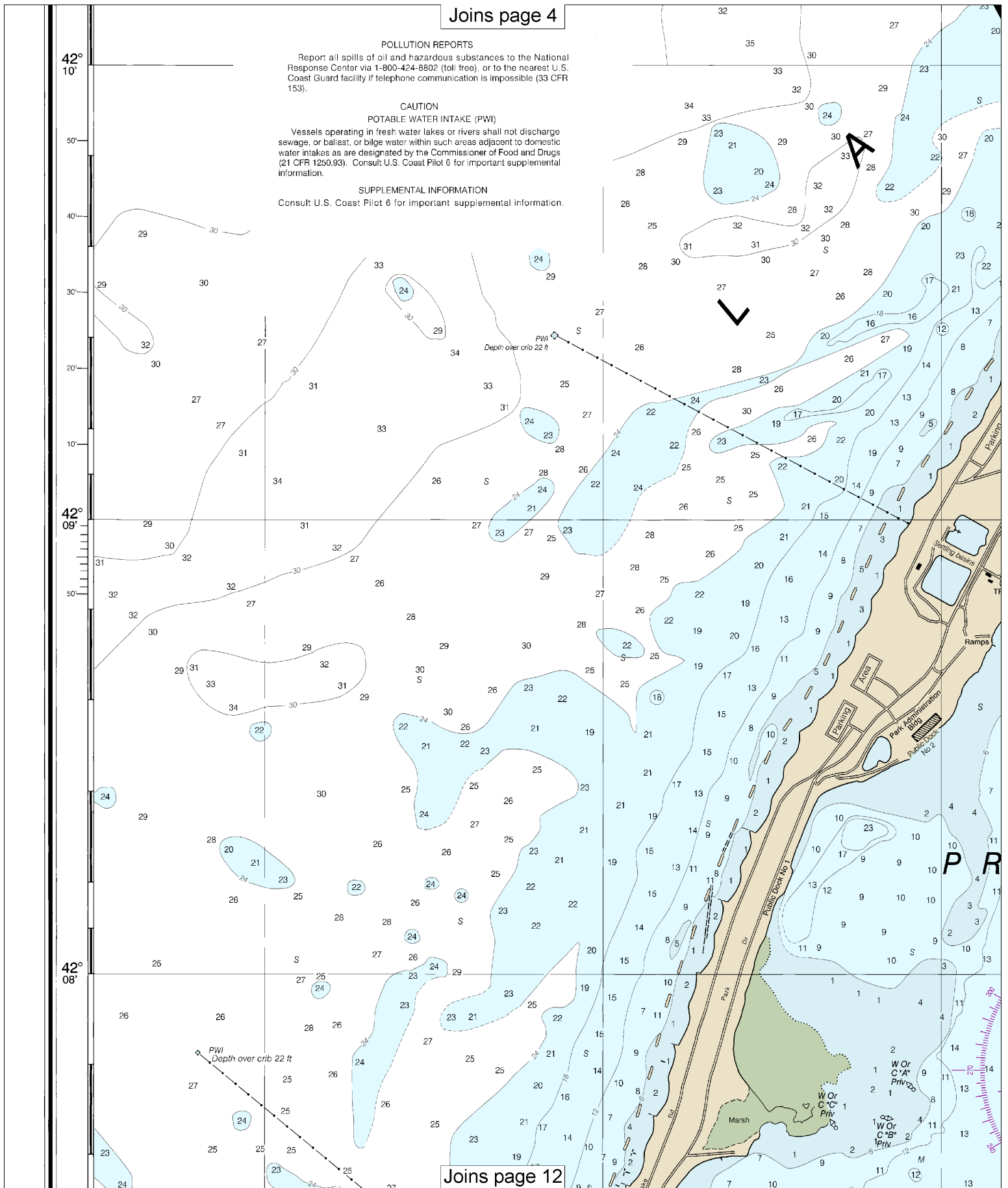
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SUPPLEMENTAL INFORMATION

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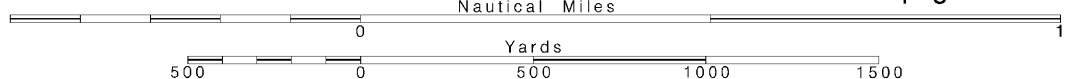


Joins page 12

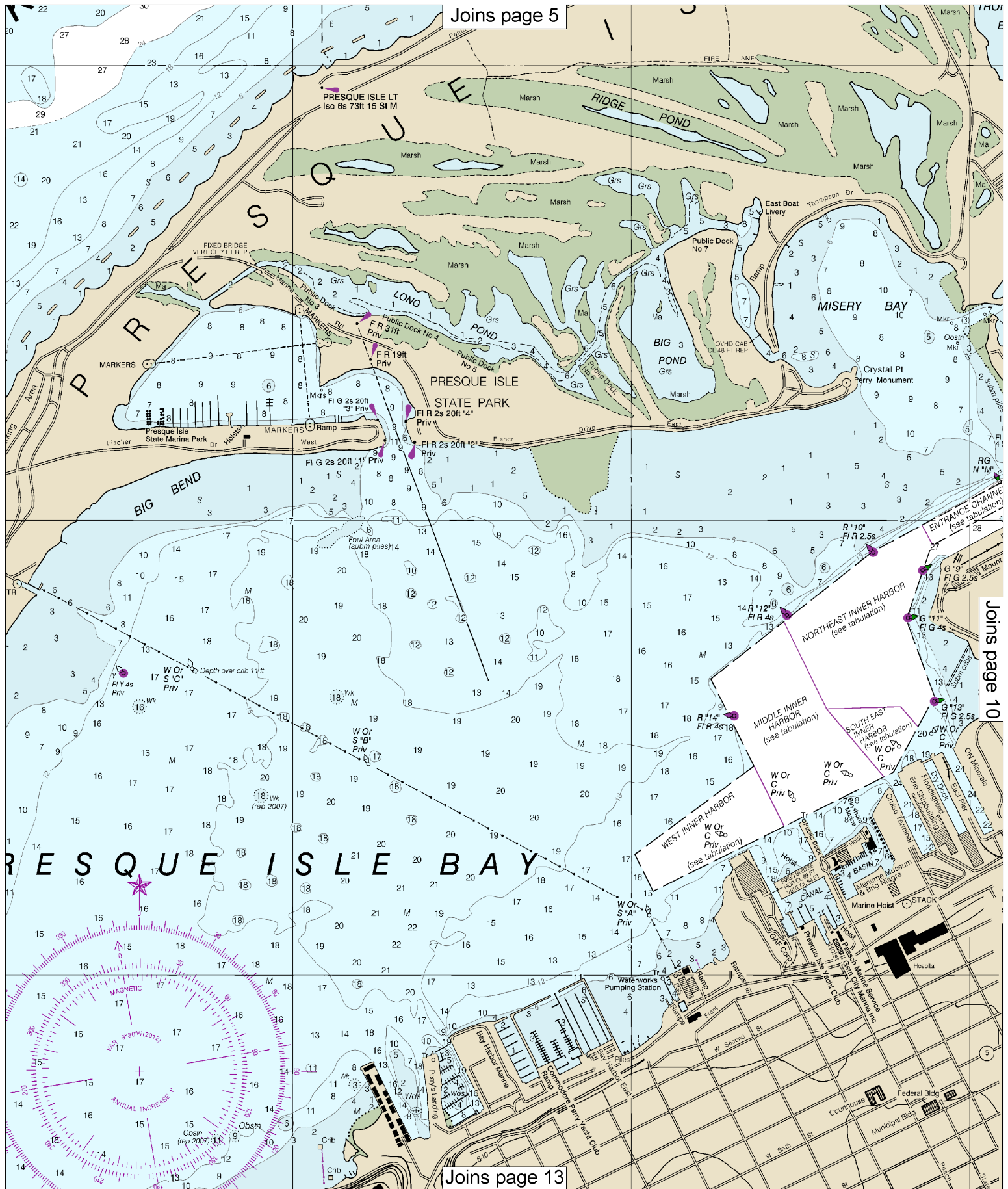
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SCALE 1:15,000

See Note on page 5.



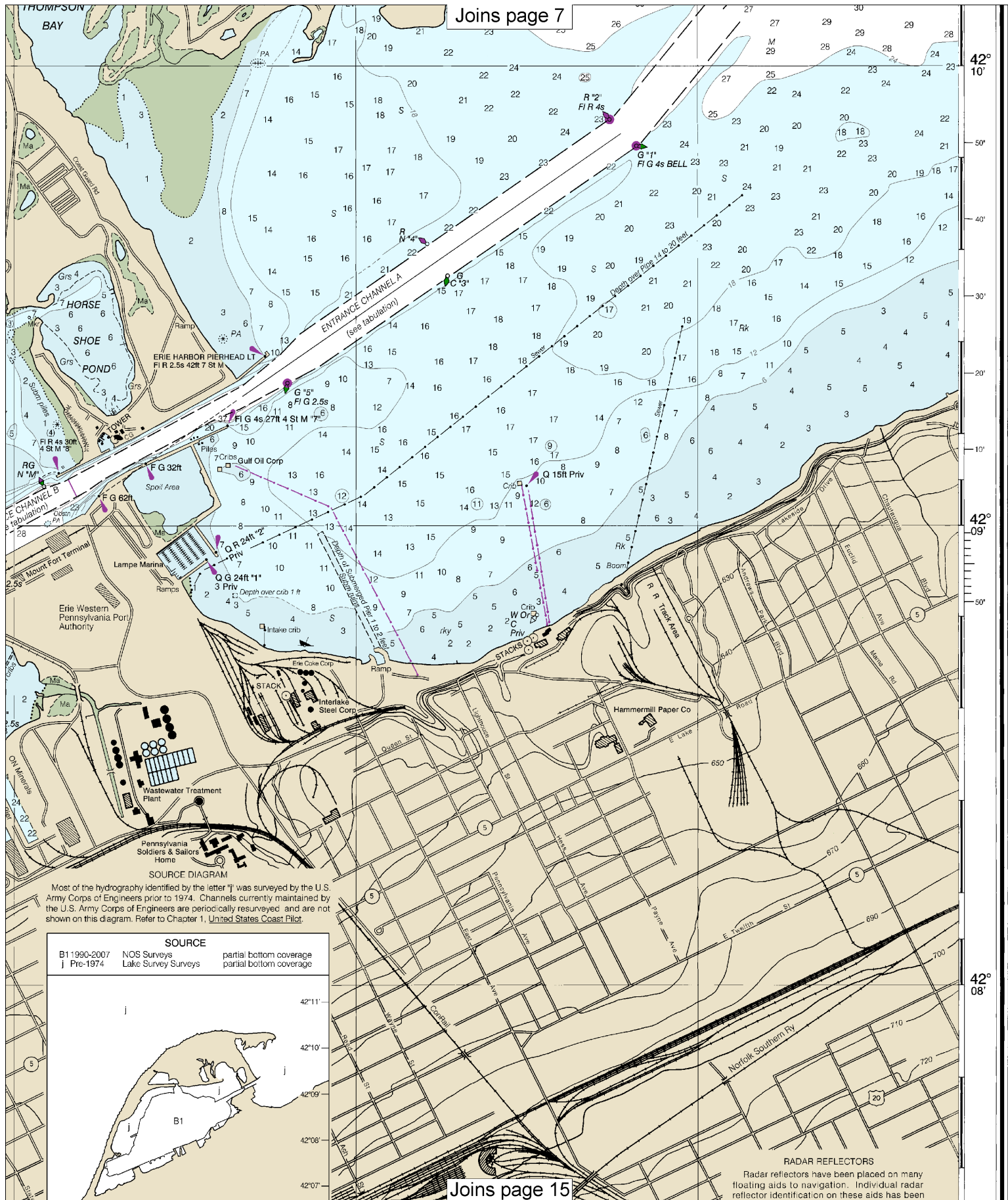
Note: Chart grid lines are aligned with true north.



Joins page 5

Joins page 10

Joins page 13



Joins page 7

42° 10'

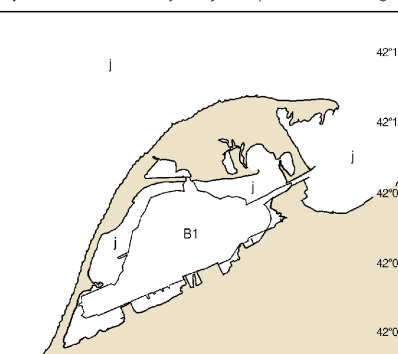
42° 09'

42° 08'

Joins page 15

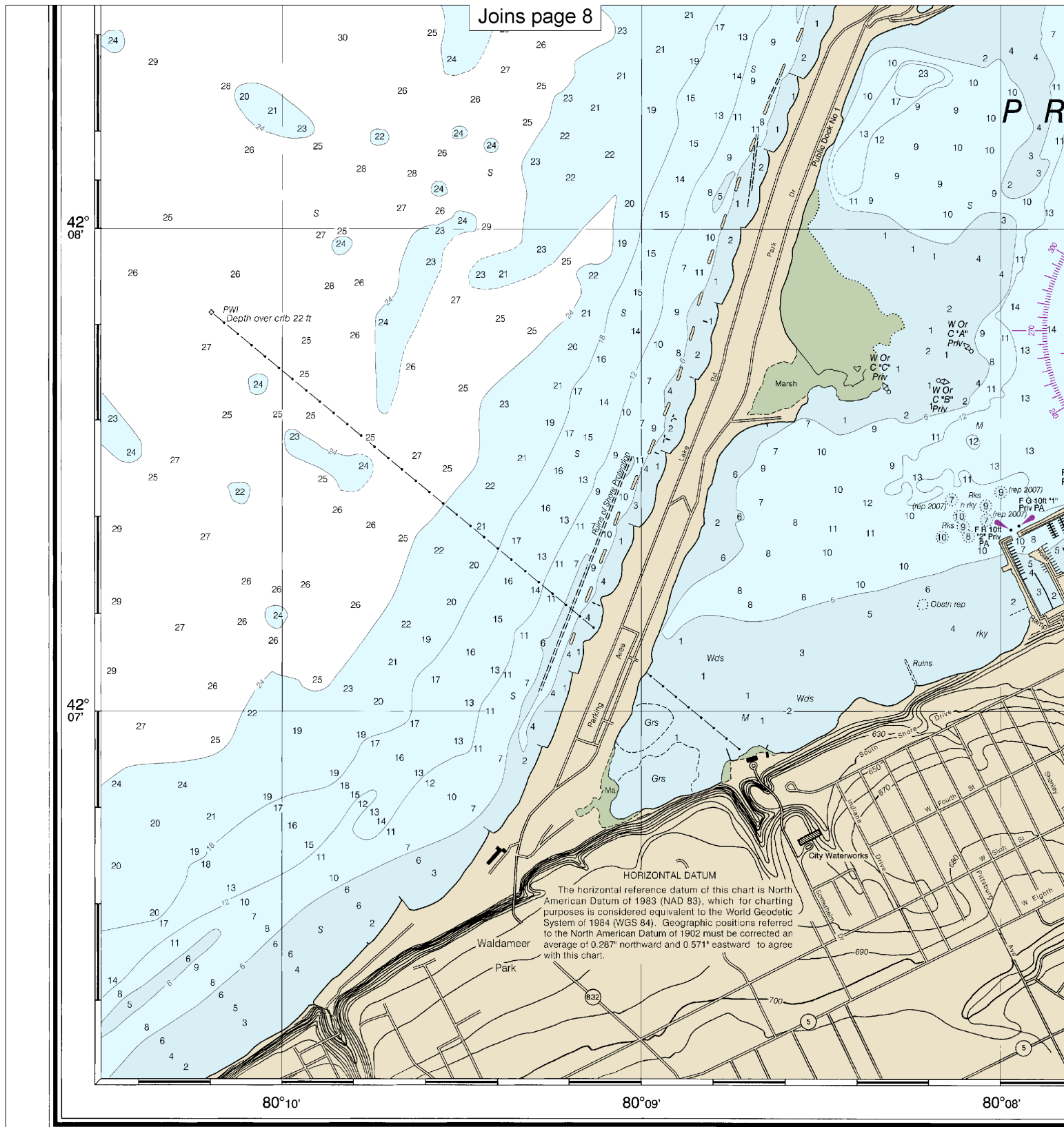
SOURCE

B1 1990-2007 NOS Surveys partial bottom coverage
J Pre-1974 Lake Survey Surveys partial bottom coverage



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been



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SOUNDINGS I

33rd Ed., Oct. 2012. Last Correction: 3/8/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

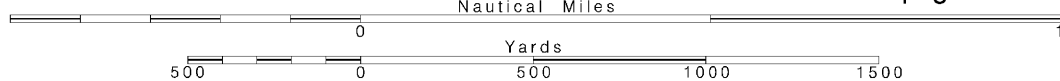
12

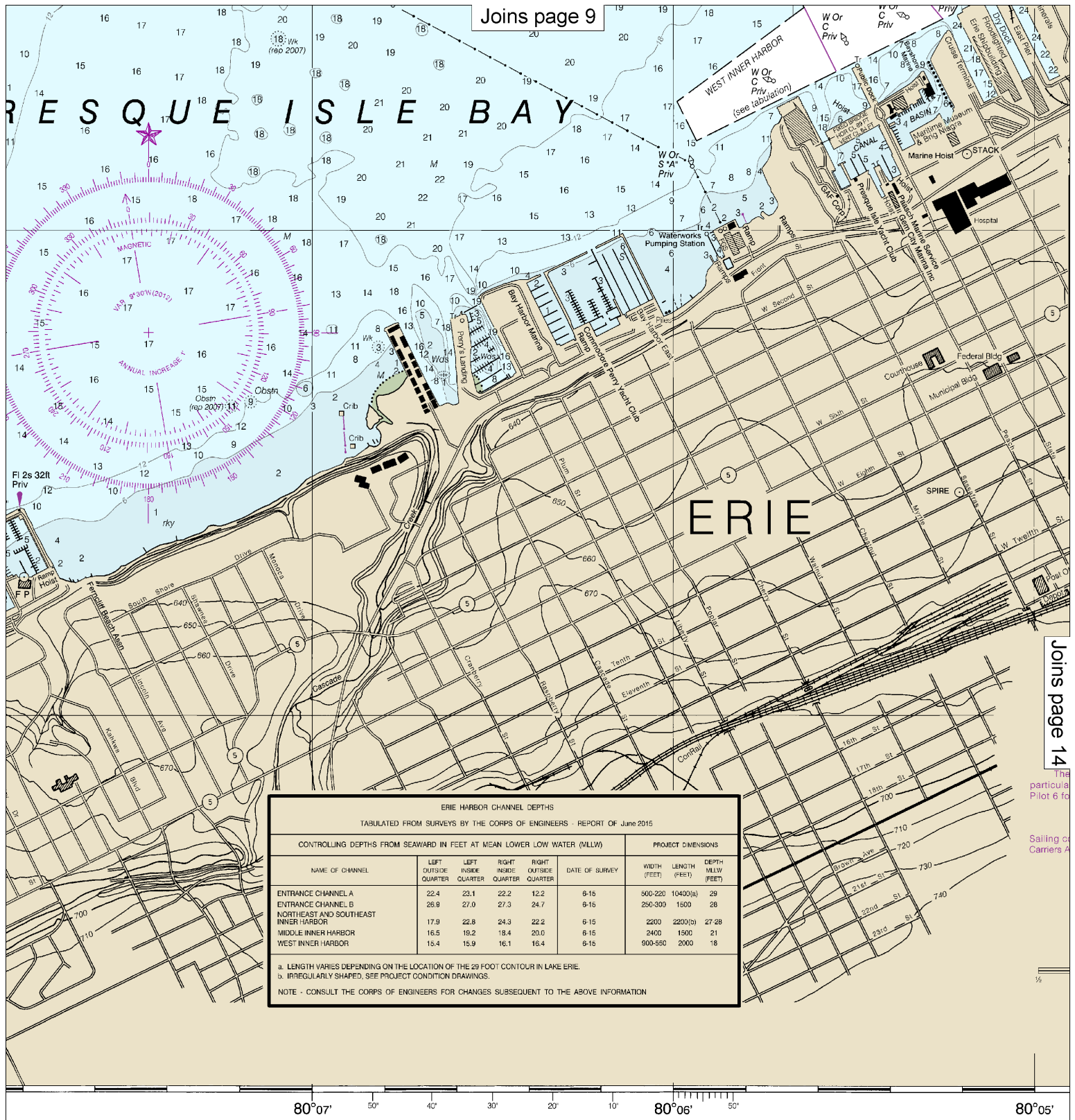
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

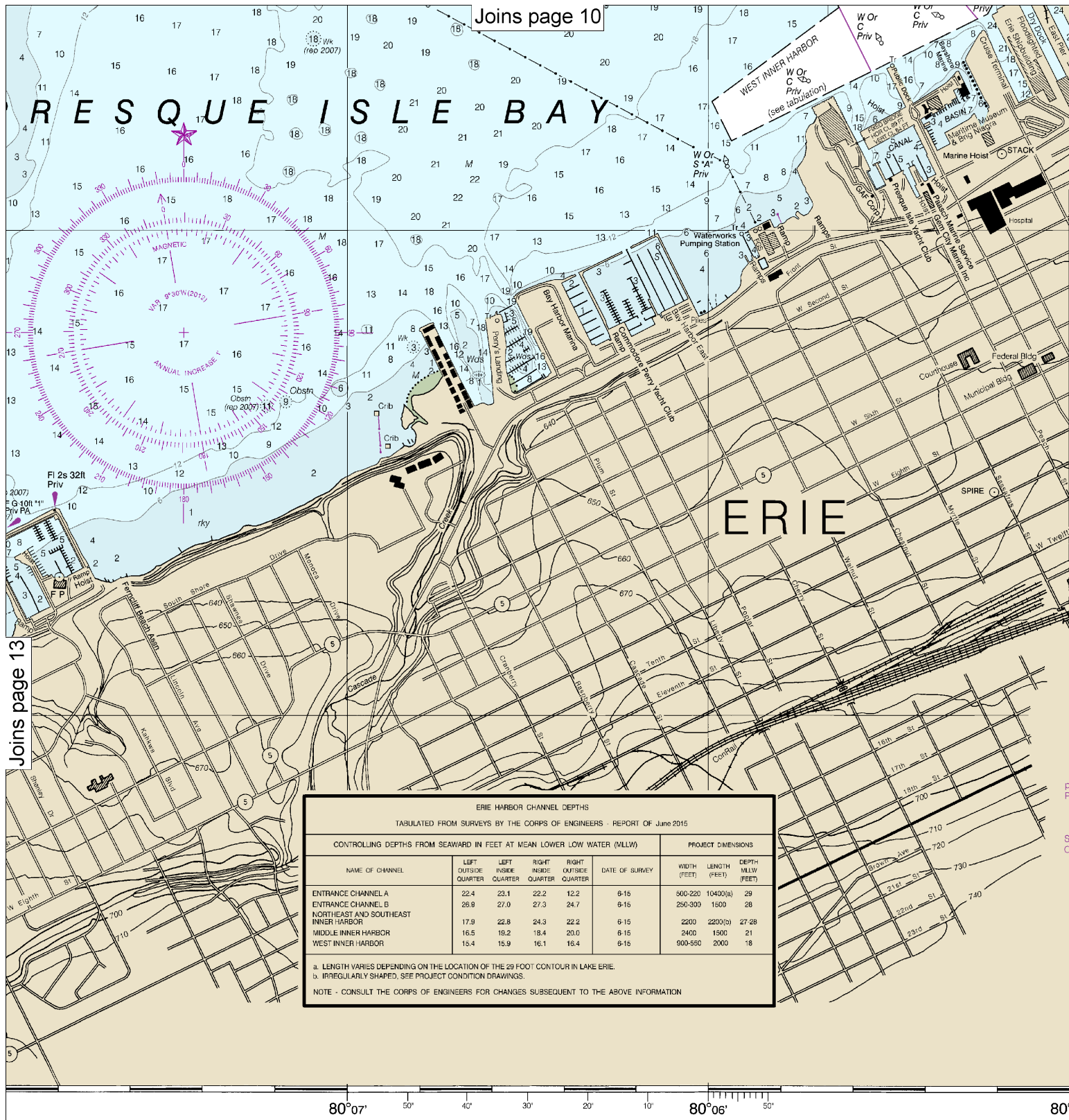
See Note on page 5.





IN FEET

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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY



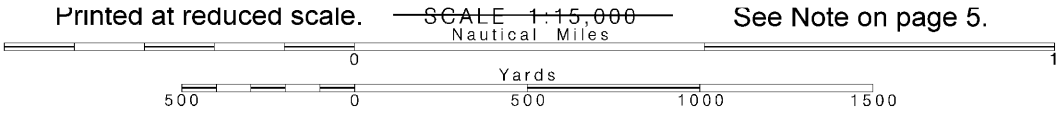
ERIE HARBOR CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF June 2015

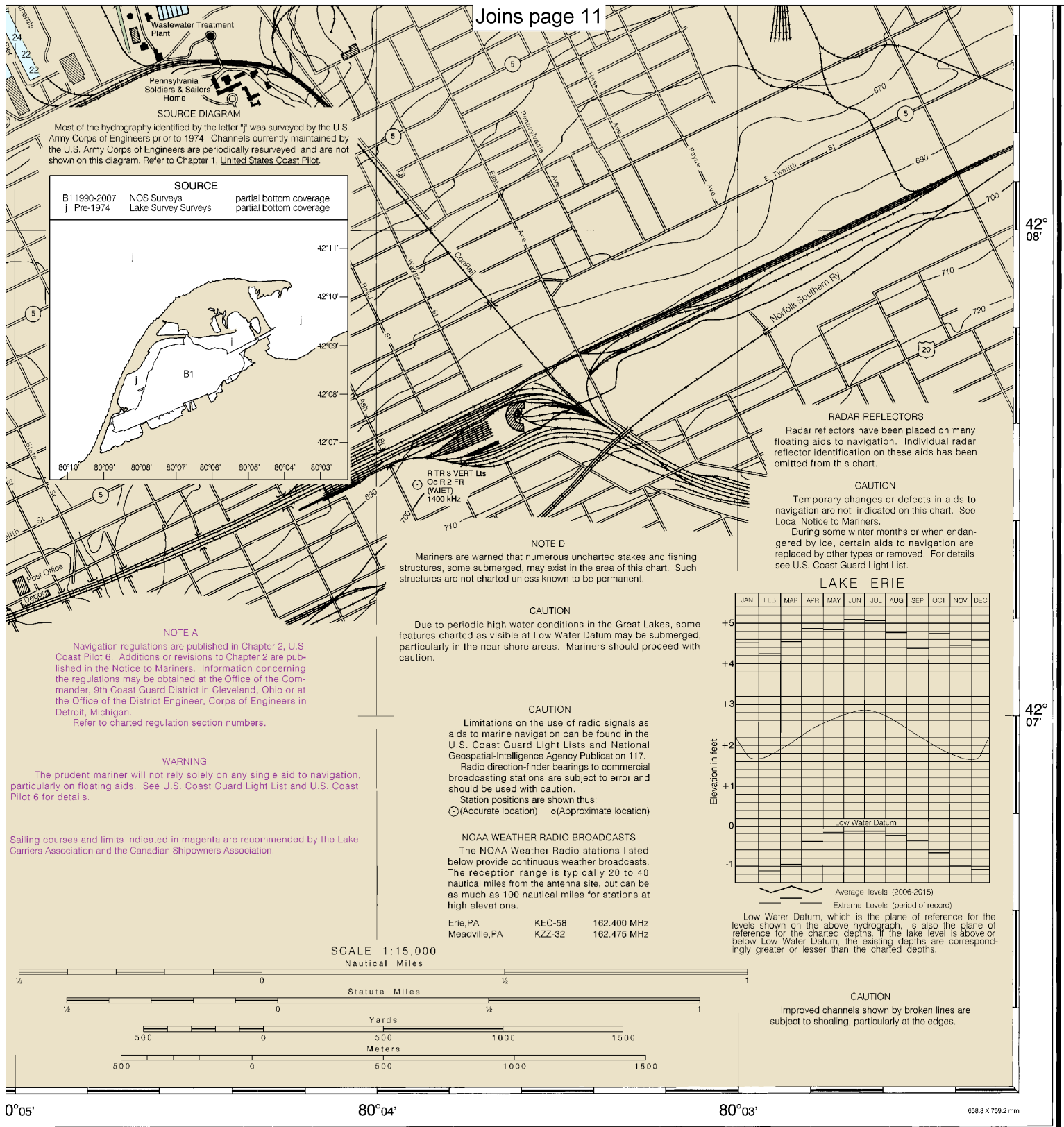
NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (FEET)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL A	22.4	23.1	22.2	12.2	6-15	500-220	10400(u)	29
ENTRANCE CHANNEL B	25.9	27.0	27.3	24.7	6-15	250-300	1500	28
NORTHEAST AND SOUTHEAST INNER HARBOR	17.9	22.8	24.3	22.2	6-15	2200	2200(d)	27-28
MIDDLE INNER HARBOR	16.5	19.2	18.4	20.0	6-15	2400	1500	21
WEST INNER HARBOR	15.4	15.9	16.1	16.4	6-15	900-550	2000	18

a. LENGTH VARIES DEPENDING ON THE LOCATION OF THE 29 FOOT CONTOUR IN LAKE ERIE.
b. IRREGULARLY SHAPED, SEE PROJECT CONDITION DRAWINGS.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Note: Chart grid lines are aligned with true north.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Erie Harbor
 SOUNDINGS IN FEET - SCALE 1:15,000

14835



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.